



Minnesota Transportation Museum

MINNEGAZETTE

September/October 1985

Fabulous Photo Contest

The **Minnegazette** looks to the onset of winter with some foreboding. Where to find new material when the ice advances and Museum members put away their trains for the year? Instead of sitting around listening to classical music and *Prairie Home Companion*, a new **Minnegazette** is just the ticket for whiling away those boring winter hours, if the mailman can get through the drifts. But with the same old material, the family may even forget to tell you it came in the mail.

So to prepare for hard times, and with eyes toward a Pulitzer Prize, the **Minnegazette** announces the Fabulous Photos Contest of 1985. You can win fame and recognition; not tacky prizes like cash, new homes or trips to Central America. Imagine the thrill and phone calls you will receive by having your name on a fabulous photo or article in your favorite magazine!

Actually, the aim of this contest is to flush out those treasures we all know you have been hiding all these years. So send in that all-time favorite print, slide or story that you have been saving for just the right moment, and watch for it in these pages. Remember you will be helping your friends and colleagues to get through another Minnesota winter.

Minnegazette Deadline

Please send articles and photos for the **November/December Minnegazette** to the Editor by October 10.

Calendar Of Events

The Museum excursion schedule is subject to changes. Watch this column.

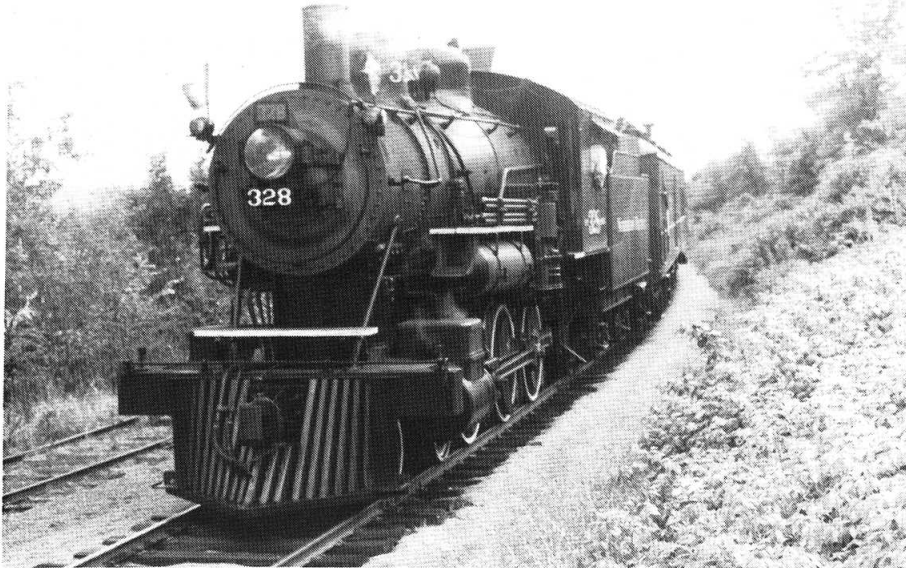
Sept 20-22: Stillwater excursions. Outbound trip open to public.

Sept 24: General membership meeting, Jackson Street Roundhouse, St Paul. Bring lawn chair.

Sept 28-29: Excursions on MTM's Stillwater line. Return trip open to public.

Oct 12: Fall color excursion to Hudson.

Nov 26: Annual membership meeting and election of officers for 1986, National Guard Auditorium, Fort Snelling.



NP 328 enroute to Lakeland Junction with Andersen Picnic Special, July 27. Will Graham Jr Photo.

Membership Meeting

The next MTM general membership meeting will be held **September 24, 1985** at 7:30 p.m. at the Jackson Street Roundhouse in St Paul. **Bring a lawn chair**, since no other seating will be available. This will allow members to see the property which the Museum has contracted to purchase. The roundhouse is located at 193 E Pennsylvania Avenue, just east of Jackson Street about a half mile north of the State Capitol.

About The Cover

The Chicago, Burlington & Quincy Railroad's "**Twin Cities Zephyr**" of 1936 perhaps marks the watershed of evolution from early 20th Century motor trains to the modern multi-car streamliner with a separate diesel-electric locomotive. Together with Santa Fe demonstrators, this Burlington shovel nose unit sired a line of Electro-Motive passenger diesels that culminates in Amtrak's F40PH units of today. **Greg Koon** and **Mitch Cline** report on the Twin Cities Zephyrs in this issue. **Burlington Route Photo Courtesy of Minnesota Historical Society.**



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Bill Graham, Minnegazette
5818 Knox Avenue South
Minneapolis, MN 55419

1985 Nominating Committee

This Committee, elected by the membership to nominate Museum officers for calendar year 1986, consists of **Ken Snyder, Wendell Gilkerson, and Frank Sandberg**. It will present its recommendations to the membership at the **Annual Meeting** to be held **November 26, 1985**, at the **National Guard Auditorium, Fort Snelling**. Floor nominations may be made at that meeting for any others wishing to be considered for Museum office. All members of the Museum whose dues are current may vote for Museum offices at the Annual Meeting.

At press time, the Committee has a number of positions to be filled. Members interested in serving on the Board of Directors should contact the Nominating Committee as soon as possible.



Young railfans take in scenery and sounds of MTM's Stillwater line from baggage door of NP Triple Combine 1102, July 28. Bill Graham Photo.

Board Of Directors

The Museum Board of Directors took the following actions at its meeting of July 17, 1985:

1. Rejected purchase of a flatbed truck by a telephone polling of the directors taken July 22 and 23. **Bernie Braun** reported that the Railroad Division subsequently purchased the truck using the division's funds.
2. Leased coach 1097 to the Lake Superior Museum for \$200.
3. Leased coach 1102 to Dakota Rail, Inc., Milbank, SD, pending provision of collision and liability insurance by the lessee.
4. Authorized Stillwater Site Committee to negotiate a land trade with the Minnesota Department of Natural Resources at Duluth Junction, Grant Township, the final agreement to be approved by the Board.
5. Authorized disposal of conveyor equipment at Jackson Street Roundhouse, pending approval by George Rutman.

8th Annual

Streetcar Company PICNIC at Lake Harriet Minneapolis



October 6, 1985



Reservations by October 1
See Page 7 For Details

Ride the modern "Electric Highway"

6. Authorized **Frank Sandberg** to represent the Museum to the Tourist Railway Association (TRAIN).

7. Requested the President to communicate the Museum's intention to complete restoration of locomotive 2156 to the City of St Paul.

8. Requested price quotes for personal liability insurance for Museum directors.

Jeff Haviland
Acting Secretary

At its meeting of August 20, the Board of Directors took the following actions:

1. Directed the Stillwater Site Committee to report on a possible land sale to an adjoining owner at Duluth Junction.

2. Authorized the Stillwater Site Committee and the President to effect a land trade with Minnesota DNR without further Board review.

3. Authorized expenditure of \$2,000 to repair the roof of the Jackson Street Roundhouse.

4. Authorized **Lee Tuske** to sell coal donated by the U.S. Bureau of Mines to Northern States Power Company, and authorized expenditure of \$2,500 of the proceeds for purchase of NP coach 598.

5. Requested **Frank Sandberg** to report a cost estimate for inspection of former Soo Line steam locomotive 1003 to the next Board Meeting.

Ray Bensen Jr
Acting Secretary



Historical Society Archives Hold Treasures

The Minnesota Historical Society recently acquired a collection of over 14,000 glass plate negatives, taken by the Hibbard and the Norton & Peel Studios around the Twin Cities early in the Century. The diverse subject matter



NP 328 storms The Hill out of Stillwater over newly rebuilt MTM track July 28.

Bill Graham Photo.

includes architectural and industrial photos, general street scenes, portraits and an unknown number of early railroad and rapid transit photos.

The Society has not had the resources to catalog this collection for easy public access. Card files record the catalog number and a cryptic description of each negative, which are in storage and unavailable to the general public. An entry in the card file does not guarantee that the negative exists in the collection. An afternoon's digging through one of the files yielded about 50 promising entries, of which only eight negatives could be found. Some, such as the Dan Patch private car carried in the **May/June Minnegazette**, are negatives of well-known photos, of which only deteriorated prints have been available til now. Fresh prints from the original negatives may yield clarity and new information about the photos.

The **Minnegazette** is carrying these and other old photos on its rear cover. Museum members having the time and patience to delve through this trove may ask for the Norton & Peel card files at the Audio-Visual Library, Minnesota Historical Society, 690 Cedar Street, St Paul, across from the State Capitol. Please contact the **Minnegazette** Editor beforehand, so that arrangements can be made to obtain prints for the Museum archives.

1986 Membership Dues Increase

Effective November 1, 1985, Museum membership dues will be as follows:

Associate Member	\$15.00
Active Member	\$20.00
Family Membership	\$25.00

The Board of Directors authorized this increase at its meeting of October 15, 1984, to help cover increasing overhead costs such as the **Minnegazette**, and to bring dues more into line with those charged by other organizations. Renewals prior to November 1 will be at the current rates.

Renewal notices will be mailed with the **November/December Minnegazette**. Please note the new charges if you renew your membership after November 1.



Dethmers Retires As Stillwater Site Chairman



Stillwater Site Committee Chairman Tom Dethmers and Committee Member Ward Gilkerson assemble work train at Summit Siding, Stillwater, August 10. Bill Graham Photo.

Tom Dethmers left his position as chairman of the Stillwater Site Committee August 25. Tom plans to look for school and career opportunities in Houston, TX. The Committee has no replacement at press time.

Tom has done an excellent job managing the site and handling leases and conveyances. He also has put in many hours with **Orville Richter's** track gangs. This has produced many needed repairs and improvements to the Museum's railroad, that are apparent by taking a ride over it.

Thanks to Tom for his fine efforts. We wish him good luck in Texas, and hope to see him again soon.

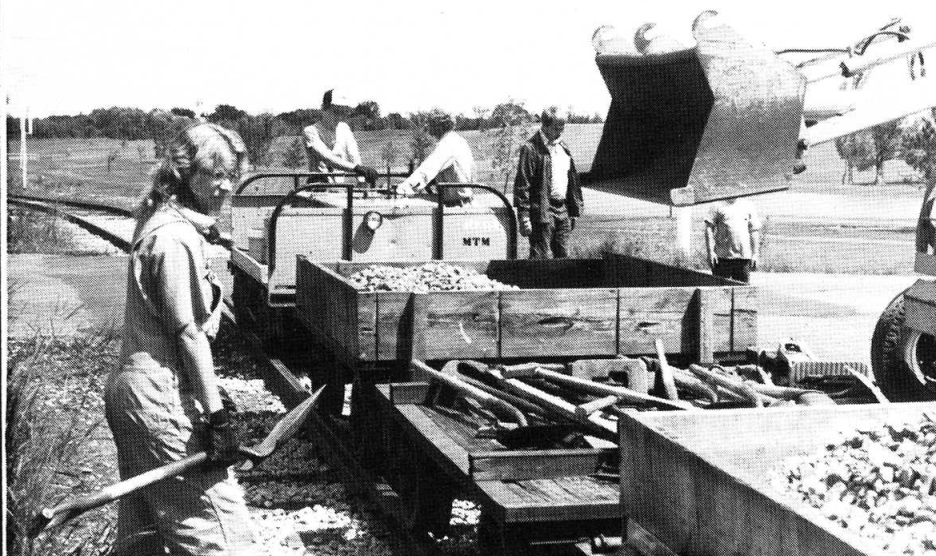


ARM Convention September 28-30

The 1985 convention of the **Association of Railway Museums (ARM)** will be held at the Illinois Railway Museum, Union, IL, on September 28-30. MTM is a member of the association. Friday will be for getting acquainted with representatives of other museums. Seminars on a range of museum topics will be held both Friday and Saturday, followed by a banquet at the Ramada Inn, Elgin IL. The ARM annual meeting will be held Sunday morning, followed by operation of museum equipment and more seminars. A banquet is planned for Sunday night, and an optional fan trip will be run on Monday over Chicago Transit Authority lines.

The Illinois Railway Museum has a vast collection of steam, diesel, electric, rapid transit and trolley bus equipment. It has developed its trackage and site facilities to a high degree. Much of the equipment is operational, and all of it is well-worth seeing. Union is located east of Rockford, IL, near I-90.

For registration information, contact Jim Johnson, Convention Chairman, Box 431, Union, IL, 60180.



Work gang loads rock ballast at McKusick Road, Stillwater. L-R: Jennifer Shogren, Tom Dethmers, Orville Richter and Larry Schulte. Bill Graham Photo.

Minneapolis Trolley Buses Reached Too Far

Trolley buses were the latest transit innovation in 1922, when Twin City Lines opened its experimental line on Bloomington Avenue, between 38th and 48th Streets in Minneapolis. The Snelling Shops built one bus along lines of its light-weight streetcars. The J G Brill Company of Philadelphia built the other bus.

They carried a single trolley pole which mounted separate harps for gathering and returning current to the two overhead wires. Unfortunately, the ground return wire ended at 38th Street. While deadheading to and from the barn, the buses gathered power from the single streetcar overhead, and returned it through the streetcar running rails. This was a tricky matter, since they ran on rubber tires.

The company solved the problem by mounting a ground return "skate" under the buses, which could be lowered to slide along the streetcar rails.

The experiment lasted only one year. Steering the buses carefully enough to keep the skate on the tracks must have been a problem. Sleet, ice and deep snow could not have helped, either.

Photos of the TCRT-built bus are in circulation, but the Brill has been a mystery. This rare photo shows the Brill with its ground return skate hanging behind the rear wheels.

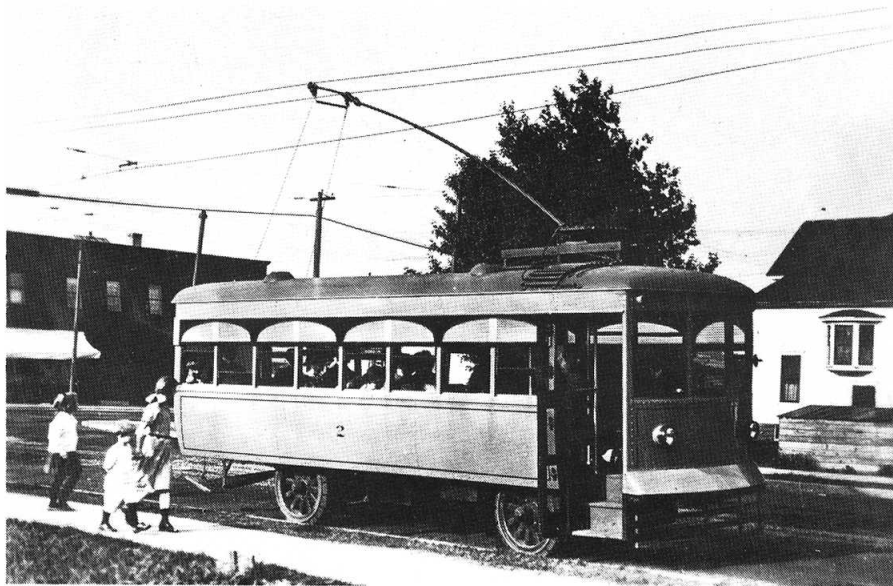
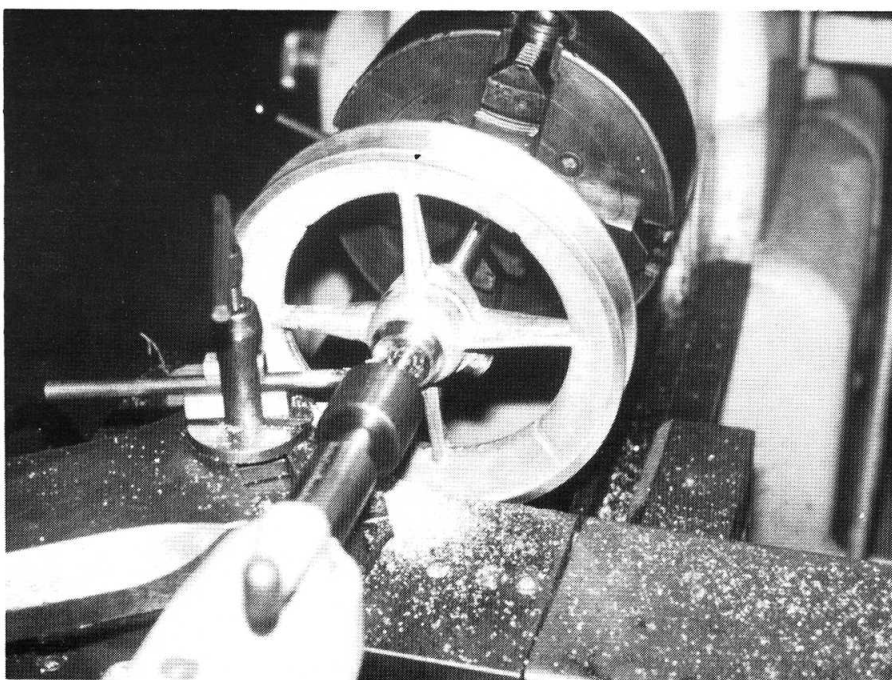


Photo Courtesy of Minnesota Historical Society.



New Trolley Wheels For CHSL



New trolley wheel being milled at Linden Hills maintenance barn, April, 1985. John Prestholdt Photo.

Where do you get new trolley wheels for old streetcars? These wheels wear out in museum service, just as they did when the cars ran on the streets. Since 1971, the Lake Harriet cars have about used up the supply of spare trolley wheels donated by members and a small supply found in the MTC's Nicollet Garage.

To keep the traveling public in trolley wheels, a class at the Minneapolis Vocational Technical Institute made a pattern of an original TCRT wheel, a full eight and one half inches in diameter. The Museum then arranged with Advanced Aluminum and Bronze Foundry in Minneapolis to manufacture fourteen bronze castings from the pattern, at a cost of \$32 each.

George isaacs spent a number of evenings last winter and spring machining three of the rough castings according to Twin City Lines drawings. The two operational cars now sport authentic, brand-new trolley wheels, and the Museum has a supply of replacements to last into the next century.



Janet Haviland greets ticket buyers at MTM's New Brighton Stockyard Days operation, June 23. Bob Ball Photo.

Streetcar Company Picnic October 6

The 8th Annual Streetcar Company Picnic will be held at the carbarns, October 6 from 12:30 to 5:00 p.m. The barns are located at Linden Hills Boulevard and Queen Avenue South, Minneapolis, on the west shore of Lake Harriet. All MTM members and their immediate families are invited to attend. Hamburgers, brats, baked beans and beverages will be provided. Members are encouraged to bring lawn chairs and a salad or desert to round out the menu.

Please make **reservations** for your group no later than October 1, and let us know whether you can bring desert or salad, so that enough food will be on

hand. You may call **Don Westley, 920-1579** or **Bill Graham, 925-4806** in the evenings with your reservation.

The Twin City Rapid Transit Company held the first annual Streetcar Company Picnic for its employees at Wildwood Park on White Bear Lake in 1899. Subsequent picnics were held at Mounds Park in St Paul, and at Big Island Park on Lake Minnetonka. The Museum revived the tradition in 1977 after extending the streetcar line to 36th Street.

Come see the enlarged carbarns, Car 78, and take a relaxing ride through the woods and by the shore. See you there.



Traction Report

The Lake Harriet Trolley has operated without track or mechanical problems all summer. This is due to the continuing maintenance work by members on Wednesday evenings and Saturdays. Car 78 is being disassembled. Drawings and photos are being made of the structure and its components, to assist in the restoration. Halves of two ancient car card advertisements were found under the flooring. The Museum would like to find more early advertising by Duluth area businesses for display in our two Duluth Street Railway cars.

Security fencing and lighting has been revamped around the Linden Hills Barn area. Rain gutters have been installed on the new barns to protect the foundation and help keep the sidewalk clear.

Thanks to the City of Minneapolis for repaving the 42nd Street crossing. The Division hopes to secure a new pedestrian walk from the City along the south side of 42nd Street. This is needed for public safety and to protect the track structure from heavy rain wash.

As of August 16, 1985, 3,094 charter passengers and 29,472 regular passengers rode the cars, for a 1985 total to date of 32,566 passengers. Ridership has been excellent this year.

Don Westley
VP Traction



Andersen Corporation chartered MTM's train for its annual picnic at Bayport, MN, July 27, 1985. Full Trains shuttled to Lakeland Junction all day. Bill Graham Photo.

Observations

Steve Glischinski

Changing Era For Soo

Whether economically necessary or not, rail abandonments and retirement of old diesels are sad affairs. Both mark the end of an era, when rail transport was the only logical means to move freight and passengers. To us who are partial to railroads, abandonments seem another admission of the diminishing role railroads play in today's society.

1985 has been a year of era-changing for the Soo Line. Soo acquired The Milwaukee Road in early spring, after a heated contest with Chicago & North Western for control of the road. Then in April, Soo retired its Plummer Line from Remer to Kettle River, MN, a line steeped in history, where light Pacifics hauled passenger locals and ex-Monon 2-8-2's pulled iron ore trains. Finally in August, Soo bid farewell to the streamliner era by retiring its last four F units, which had been relegated to winter-only snowplow service the last four years.

Finis Plummer Line

The Plummer Line's last run on April 19, 1985, was an event with hundreds of well wishers along the right of way, a rare event nowadays. The line leaves the Soo's Glenwood to Noyes, ND, mainline at Plummer, just south of Thief River Falls, and heads east to Bemidji. That portion will remain. The remainder from Remer to Kettle River now is without trains, and soon will be without rails.

The Plummer Line had a relatively short but interesting history. It was built by the Minneapolis, St Paul & Ste Marie Railway Company in 1909 and 1910. Crews worked west from Moose Lake at the junction with the Brooten Line, built the previous year. The Plummer Line was meant as a short cut for grain traffic from North Dakota to the lakehead at Duluth/Superior. The line served as a bridge route for the balance of its life, and traffic was sparse when grain was not moving. It also carried iron ore from a branch off the mainline at Lawler, MN, to the Cuyuna Range mines around Crosby. Soo continued to move ore from Crosby into the 1980's, with fewer and fewer trains each year.



Soo Line FP-7 diesel unit No 2501A at Shiller Park, IL, September, 1965. William A Raia Photo.

Until 1960, passenger trains of one or two cars served the Plummer Line, hauled for many years by powerful Soo Line and Wisconsin Central Pacific-type (4-6-2) engines. In fact, these were Soo's last steam-powered passenger runs. Baldwin-built road switcher diesels replaced the steam engines in the mid-1950's, which if around today would be as appreciated as the steam engines.

In 1985, with the Pacifics and Baldwins long gone to the torch, only the Plummer Line remained. In recent years, trains traveled the branch four days a week, leaving Superior on Mondays and Thursdays, and returning from

Bemidji on Tuesdays and Fridays. Soo decided to abandon the line from Remer to Kettle River, using instead trackage rights over Burlington Northern to reach Bemidji from Superior.

Crowds greeted the train on April 19 at Swatara and Palisade, MN, to wave farewell. School was dismissed at Palisade, so that children could watch the last Soo train roll through town. After the last train left McGregor, where the Soo crossed BN's former Northern Pacific mainline from Superior to Staples, the two-story depot was closed and the diamond was removed.

Soo F Units Retired

The retirement of Soo's last four F's came suddenly. It had been rumored for years that one or two might go to museums, but evidently that was not

to be. Ironically, Soo's acquisition of the Milwaukee may have lead to the demise, since Soo may have inherited a surplus of motive power.

The retirement puts a period to the streamliner era on the Soo. It began just after World War II, when the Soo and its Wisconsin Central subsidiary bought a fleet of Alco FA diesel units. These were joined shortly by a fleet of Electro-Motive F-3 and F-7 units, plus a handful of FP-7's for Soo's ever diminishing passenger service. The Alco's expired in the early 1960's as trade-ins for new GP-30's. The trucks from these Alco's were transferred to the new Geeps.

The F units rolled on, intact but for wrecks, into the mid-1970's. Old age caught up with the F-3's, which were traded for new GP-38's, a unit well suited to Soo's needs. From 1977 to 1981, Soo continued to thin its F fleet, as it bought newer power. By 1982, only four F's were left in service, including two FP-7's. Two of the units were notable for being Electro-Motive demonstrators before Soo purchased them.

The last four F's were modified at Shoreham Shops, Minneapolis, with special electrical connections for snowplows. They were sent west each winter, usually to terminals at Thief River Falls and Harvey, ND, occasionally seeing limited freight service when lack of snow limited snowplow duties. They returned to Shoreham each summer for storage.

The winter of 1984-85 was their last hurrah. The units were stored again

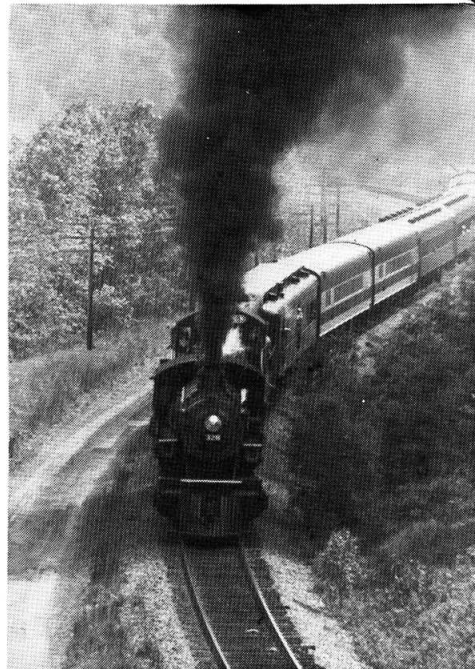


With Art Pew's former Rock Island office car "Gritty Palace" on the rear, Anniversary "400" passes Roberts, WI, August 10.

this summer, but in mid-August were stripped of useable parts, a preamble to the inevitable trip to the scrapper.

Short Items

Soo has begun to renumber its diesel fleet to integrate units from the Soo, Milwaukee and the Minneapolis, Northfield & Southern. Two Milwaukee MP-15's already have been repainted and renumbered, as have two former MN&S units... Chicago & North Western's "Presidential" F-7's, 401 and 402, returned to Chicago on August 11 on the head of freight train EMPRA, after powering Streamline Excursions' "Return Of The 400" excursion the previous day... A Burlington Northern inspection train, powered by a pair of the road's new GP-50's, visited St Paul's Midway Station in July. The units are the first in BN's new paint scheme, featuring orange nose stripes and the words "Burlington Northern" spelled out on the side of the units.



Museum's train climbs Hudson hill returning from excursion over Chicago & North Western mainline, May 11, 1985. Bob Ball Photo.



50th Anniversary "400" sponsored by Streamline Excursions Inc and Chicago & North Western nears Roberts, WI, August 10, 1985. North Western "Presidential" F units lead mixed consist from MTM, Lake Superior Museum and private collections. Bill Graham Photo.

"Star Clipper" Passengers Dine In Style

Right here in Minnesota in 1985, you again can board a regularly scheduled passenger train, drawn by vintage F-7 locomotives, and serving excellent four-course meals in dining cars from the streamliner era. Every evening at 7:30 sharp, the Cedar Valley Railroad's "Star Clipper" dinner train leaves from one of five towns in southern Minnesota and northern Iowa for a sixty-mile round-trip. The total cost of the dinner, sea food or prime rib, and the train trip is a reasonable \$35.00 per person. Schedule information and reservations are available by phoning **515-732-3738** or **3739**. Plans call for the train to operate regularly through the winter.

The Cedar Valley Railroad is the former Illinois Central line from Waterloo, IA, and Glenville, MN, just south of Albert Lea. It serves Lyle on the Iowa boundary, and follows the Cedar River through Osage, Charles City, Nashua and Waverly to Cedar Falls and Waterloo, IA.

Jack Haley bought the line from Illinois Central in 1984, and began regular freight service over it. In collaboration with Big Don's Supper Club of Osage, Haley launched the dinner train using three coaches dating from the late 1940's that began life on Erie-Lackawanna's "Phoebe Snow" streamliner. Each was gutted and thoroughly rehabilitated. The center car is a galley that serves food to the full-length dining cars at either end of it, an idea pioneered by the Pennsylvania and Southern Pacific Railroads 40 years ago. The two F units, formerly with C & NW's Chicago commuter pool, are located at either end of the train, facing in opposite directions. This permits a "push-pull" operation, so that the train can operate in either direction without being wyed.

Impressions Of A Cab Ride

In the 1950's, before mainline steam excursions were commonplace, the Chicago, Burlington & Quincy Railroad made its Class O-5B Northern No 5632 available for railfan charters around the Midwest. The Minnesota Railfans Association and the Burlington sponsored several excursions from Minneapolis to La Crosse behind the



"Star Clipper" of Cedar Valley Railroad ready for boarding at Lyle, MN, July, 1985. Frank Sandberg Photo.

engine. These typically operated with suburban coaches from the Chicago pool, a baggage car, a dome car, and flatcars or a gondola for open air sight-seeing. They carried 600-700 passengers. Burlington employees often donated their time to staff the trips, and were uniformly courteous

and enthusiastic under trying conditions.

Returning to St Paul one evening, I was invited to ride the cab of the 5632 from Alma to St Paul. I can't account for this stroke of fortune at age 16, except that it happened before the advent of multi-million dollar law suits.



Andersen Picnic passengers view the St Croix Valley from MTM's Great Northern A-11 observation car.

I couldn't quite believe it was happening at the time.

The 5632 had a fully-enclosed cab large enough for a convention. Gauge lamps provided the only illumination, except for blinding orange flashes from the firebox when the fireman threw in sand to clear carbon from the boiler tubes. The engine seemed alive while standing still, with air pumps thumping, steam pressure hovering just below 250 pounds, and the rhythmic explosions of fuel oil in the firebox.

When coupler slack had been pulled taught, the stack exhaust turned from quiet whooshes to thundering bangs as the train picked up speed. Soon the exhaust became a continuous, deafening roar as the speedometer reached 45 mph. In the cab, the whistle hurt the ears and vibrated the teeth. I wondered at the impression of motorists waiting for the train at grade crossings.

Speed continued to climb, topping out

at 87 mph. The lights of Pepin, Stockholm and Maiden Rock flashed by, as the mars light scanned the Mississippi Valley. Conversation was impossible, of course. I couldn't hear myself yelling at the top of my lungs. Glancing ahead from the window of the gangway door, the wind ripped open my mouth and tore at my cheek.

The dynamic thrusting of the driving wheels at that speed caused the cab to pitch violently. The engineer, a big man in his mid-50's, struggled to keep one arm on the window sill and the other hand on the throttle. He looked small against the backhead of the boiler, as if he might be shaken to pieces. I stood in the gangway door with back, hips, knees and ankles bent against the pounding under my feet. Grasping the window sill for dear life, I had no other position I could assume, and wondered how long I could withstand the battering.

The fireman stumbled over and motioned toward the extra seat box on his side. Before leaving the gangway,

the engineer motioned for me to blow for a couple of crossings. The sound of the whistle seemed quieter than before, drowned out by other noise.

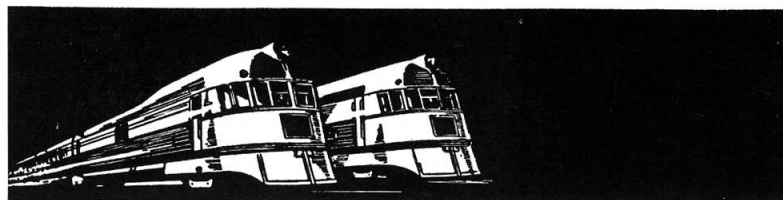
We slowed to about 30 mph for the Prescott bridge and the Milwaukee Road junction at St Croix Tower. Then it was back into the high 80's by St Paul Park, Cottage Grove and Pigs Eye Yard, whistle blowing almost without let up. I never have had a ride like that, before or since.

Thanking the crew profusely, I eased myself down the gangway to the St Paul Depot platform, and walked circles to regain my balance on solid ground. My face and clothing were all the same color gray. I couldn't think of any words to describe the experience, or any words at all for that matter. It was clear why my great uncle, Harry Saunders, who spent 40 years in Soo Line engine service, was so tough and so deaf.

Bill Graham



NP 328 leads all-GN consist for Great Northern Historical Society Special over C & NW, August 7. Bob Ball Photo.



Zephyr Observes 50th Anniversary

Greg Koon Mitch Cline

The Chicago, Burlington & Quincy Railroad, a forerunner of today's Burlington Northern Railroad, inspired a revolution in rail travel with its introduction in 1935 of the "Twin Cities Zephyr." The train set standards that endure to the present, and made the term "streamliner" a household word. It inspired the legendary competition among the Burlington, Milwaukee and North Western railroads for passenger traffic between the Twin Cities and Chicago.

Following the success of the first articulated streamliner, Union Pacific's "City Of Salina" in the early 1930's, the Budd Company of Philadelphia refined the concept. Budd's prototype was a three-car train that became the Burlington's No 9900, built entirely of stainless steel with welded seams. The train was articulated, where a single wheel assembly or truck carried the ends of two permanently coupled coaches, much like today's "bendable" transit buses. The design increased

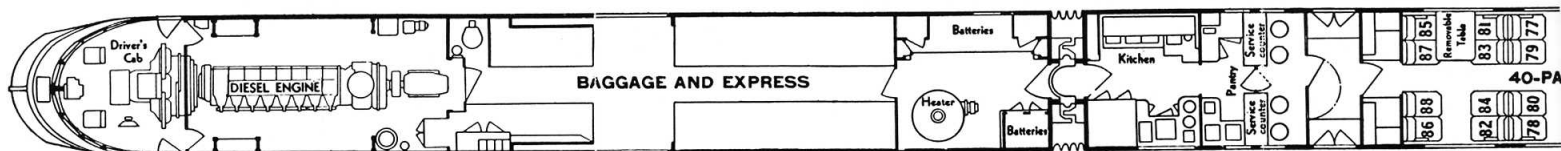
the strength of the cars, reduced the overall weight, and virtually eliminated maintenance of the structure and exterior of the carbodies.

The Burlington tested the 9900 in a non-stop run from Chicago to Denver in 1934, a 1,015 mile trip in 785 minutes for an average speed of 78 mph. This overwhelming success prompted the order to two more train sets, numbered 9901 and 9902 for Twin Cities service. The 9901 made a test run from Chicago to St Paul on April 6, 1935, in



Artist's airbrush and false background created this distracting view of the original "Twin Zephyrs" No 9901 and 9902 on March 10, 1936. Articulation at the ends of the second coach can be seen clearly. Photo Courtesy of Minnesota Historical Society.

Graphics from authors' collections.



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TWIN ZEPHYR SERVICE TWICE A DAY



preparation for a new service to be called the "Twin Cities Zephyr." It completed the 431-mile sprint to St Paul in just five and one-half hours, an average speed of 77.7 mph. The train immediately was serviced and returned to Chicago, completing the round-trip in just 12 hours two minutes. During this test, the train recorded a top speed of 104 mph, and showed an overall fuel economy of 2.6 miles per gallon.

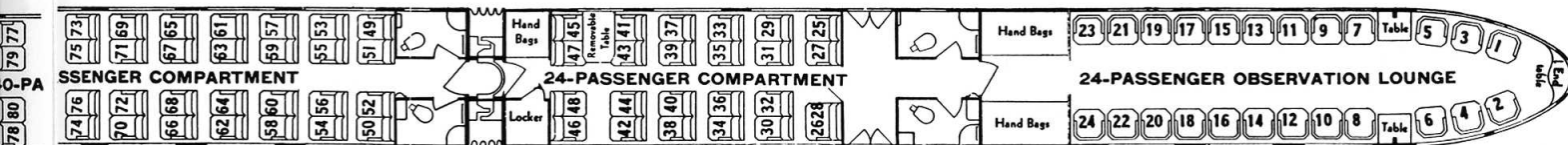
The christening festivities for the "Zephyr" lasted two days. On April 14, 1935, 44 pairs of human twins from various cities along the route gathered in Aurora, IL, to meet the two trains. After a short ceremony, each pair of twins separately boarded the two train sets, which then paced each other on the Burlington's three-track mainline from Aurora to Chicago. Next day in Chicago, Marion and Francis Beeler, twin sisters, simultaneously broke bottles of champagne on the nose of both trains, and the "Twin Zephyrs" were christened.

Each of the three-car articulated train sets seated 88 passengers. The first car contained the engine room and baggage compartment. The second car had a lunch counter, kitchen and seating for 40 passengers. The third car contained 24 coach seats and 24 parlor car chairs in separate compartments. Simple but luxurious interiors were painted in pastel shades of green, blue and gray with matching drapes, carpeting and upholstery, accented by continuous bands of stainless steel above and below the windows. Indirect lighting from ducts in the ceiling provided diffused lighting of suitable intensity to the eye.



Radio "tone beam" from Governor Petersen's office ignites a flame, severing a ribbon and releasing champagne bottle to christen the 1936 Twin Zephyr, at St Paul Union Depot, December 18, 1936. KSTP microphones recorded the excitement. Photo Courtesy of Minnesota Historical Society.

Floor plan of the original 9901-02 Zephyr train sets of 1935.



Initially, the Burlington ran each train set in one direction each day. The schedule called for a 2:00 p.m. departure from Chicago, arriving at St Paul at 8:30 and at Minneapolis at 9:00 p.m. The trains departed Minneapolis at 12:01 p.m. and St Paul at 12:30, arriving in Chicago at 7:00 p.m. Crews changed at North La Crosse, WI, and Savannah, IL. The average scheduled speed was 66.3 mph, although speeds in the 90's were permitted on some sections.

Popular demand soon filled up 97 percent of the seating capacity. On June 2, 1935, each train set was rescheduled to complete a daily 882-mile round-trip, permitting morning and afternoon departures from both Minneapolis-St Paul and Chicago. The "Morning Zephyrs" left Minneapolis and Chicago at 8:00 a.m., arriving at 3:00 p.m. The "Afternoon Zephyrs" left either city at 4:00 p.m., arriving at 10:00 p.m. This expanded service earned 73 cents per mile for the Burlington, versus costs of 45 cents per mile.

Due to continued popularity of the trains and the limited seating capacity, new and longer trains replaced the original streamliners in December, 1936. The 9901 became the "Sam Houston Zephyr" over Burlington's Fort Worth & Denver subsidiary. It was destroyed by fire in 1944. The 9902 became the "Ozark State Zephyr", and in 1938 was assigned to the Rock Island Railroad as its "Texas Zephyr." In 1945, Zephyr 9902 was assigned to runs between Chicago and Galesburg, IL, Ottumwa, IA, and Hannibal, MO. It was placed in storage at Galesburg in 1954, and was dismantled in 1956. The original Zephyr, No 9900, can be seen at the Chicago Museum Of Science and Industry.

The new Zephyr trains, Nos 9904 and 9905, were christened by Minnesota Governor Petersen from his Capitol office in St Paul on December 17, 1936. He closed a switch on his desk that transmitted a radio "tone beam" to release two suspended bottles of champagne, one at St Paul's Union Depot and one at Minneapolis' Great Northern Station. The christening marked the end of a week of transportation activities in the Twin Cities. The new trains entered revenue service the following day.

Each consisted of an independent 1,800 horsepower diesel-electric locomotive and six articulated passenger coaches, built of stainless steel by the Budd Company. The



Sun glints from the shovel nose of the 1936 Zephyr's locomotive at St Paul. Photo Courtesy of Minnesota Historical Society.

first coach contained a power generating set, baggage compartment and a cocktail lounge. Following were two coaches, a diner, a parlor and a parlor observation car. The trains provided 120 coach seats, 50 parlor car chairs, 10 observation room seats, 32 dining

car chairs, and an extra 32 seats in the cocktail lounge.

Interior appointments of the second Zephyr trains were as tasteful as the first, with wood and stainless steel accents and earthtone colors.



St Paul Mayor Mark Gehan, Burlington President Ralph Budd, and Frank B Kellogg, former U.S. Secretary of State and St Paul native, at christening of the 1936 Twin Zephyr. St Paul Dispatch Photo Courtesy of Minnesota Historical Society.



Observation car of the 1936 Twin Zephyr at St Paul Union Depot in 1939. Photo Courtesy of Minnesota Historical Society.



Interior of parlor-observation coach of Burlington's 1936 "Twin Zephyr" at Illinois Railway Museum.

With the second train sets, Burlington named its Zephyr cars and locomotives in the Greek mythology theme of the trains' name. "Zephyr" derives from "Zephyrus", the Greek god of the west wind. Train set No 9904 was named for goddesses, with the engine named "Pegasus", and the coaches respectively named Venus, Vesta, Minerva, Ceres, Diana and Juno. Train

set No 9905 was named for gods; respectively, Zephyrus (the engine), and Apollo, Neptune, Mars, Vulcan, Mercury and Jupiter.

The morning and afternoon departures remained extremely popular. The running time was kept at seven hours, although sometimes was as short as six and one half hours. By late 1938, the capacity of the equipment

again became strained, and the Burlington added a diner-coach car to each of the train sets. During the crush of war-related travel in 1942, 19 parlor chairs in the fifth coach were changed to 42 coach seats, increasing the coach seating capacity to 202.

The 1936 train sets, Nos 9904 and 9905, each ran up over three million service miles by 1947, when they were re-assigned as the "Nebraska Zephyr" running between Chicago and Lincoln, NE. They continued in that service until their retirement in 1968. One of these trains, minus its locomotive, can be seen at the Illinois Railway Museum at Union, IL, powered by the Electro-Motive E-5 diesel "Silver Pilot", formerly of the Burlington. The other train set, again minus its motive power, was bought by an individual, and may have been shipped to Saudi Arabia in the late 1970's.

The first and second sets of "Zephyr" equipment did yeoman service on the Burlington for over 30 years. The Budd Company examined the original Zephyr No 9900 upon its retirement. Aside from normal wear and tear, it appeared to be in near-new condition, a testament to its design and superb maintenance by the Burlington. These trains established an enviable record of service to the public.

The third set of Zephyr equipment entered service in 1947. It abandoned articulation for independent stainless steel coaches, for greater servicing flexibility. It also added Vista Dome cars and elegant Electro-Motive E unit locomotives. The Burlington had rebuilt one of its coaches as the first experimental Vista Dome car at its Aurora Shops in 1945. Named "Silver Dome," the car seated 24 in the second level observation area, which was enclosed by flat glass panes. "Silver Dome" spent its life on the Twin Zephyrs, although sometimes wandering as far away as Texas. Passengers received "Silver Dome" enthusiastically, prompting the decision to acquire a fleet of Vista Domed Zephyrs between 1946 and 1956 for the Twin Cities and other Zephyr services. They were among the finest passenger trains ever built.

Unlike the two earlier train sets, the 1947 Twin Zephyrs had no regularly assigned power, but drew locomotives from a large pool of Burlington E units. **Patrick C Dorin** illustrates the demanding service required of this train in his book **EVERYWHERE WEST**:

"The Morning Zephyr, train No 21, crossed the Stone Arch Bridge at 3:29 p.m. Arrival in the Great Northern Station was in just a few moments, and passengers were ready to detrain.

"3:35 p.m. As passengers departed, coach cleaners began the task of cleaning and sweeping. Electricians went through the train checking electrical equipment and making adjustments.

"3:40 p.m. The dining car chef weighed in the remaining food supplies for the commissary report. At the same time, the train arrived in the coach yard where crews began inspections, watered the entire train and re-fueled the locomotives.

"3:42 p.m. The steward, chef and head waiter completed commissary reports for the Morning Zephyr, and began preparations for the Afternoon Zephyr meals.

"3:50 p.m. The train completes the 1st leg of the trip around the wye, and as the Afternoon Zephyr, pulls into the station. Nine minutes later, the train is loaded and ready to depart. The conductor checks with the stationmaster for last minute stragglers, and gives the highball at 4:00 p.m. The Afternoon Zephyr is enroute to Chicago for a 10:45 p.m. arrival."

With this third set of Twin Cities Zephyr equipment, the Burlington named the equipment with the prefix "Silver". Cars with the following names usually made up the two Twin Zephyr train sets:

2 Baggage/Taverns - Silver Buffet and Silver Salon

8 Dome Coaches - Silver Bluff
Silver Glade
Silver Island
Silver River
Silver Stream
Silver Wave
Silver Scene
Silver Vision

2 Diners - Silver Slaver and Silver Feast

2 Parlors - Silver Parlor and Silver Chair

2 Dome/

Observation Parlors - Silver View and Silver Vista

The Twin Zephyrs used this consist until Amtrak Day. After the Burlington Northern system merger, the Zephyrs were combined with Great Northern's "Empire Builder" and Northern Pacific's "North Coast Lim-

ited" from the Twin Cities to Chicago. However, the Zephyrs maintained their fast schedules. For example, as late as 1969, the northbound Morning Zephyr was scheduled to average 78.7 mph from Prairie Du Chien and La Crosse.

With the end of passenger service by private companies, Amtrak bought most of the Zephyr equipment built after 1947, becoming its "Heritage" fleet. Superliner and Amfleet cars gradually have replaced some of this equipment, which has found its way

into museum and private collections.

So draws to a close some fifty years of Zephyr service to St Paul and Minneapolis. We hope his brings back fond memories to those fortunate enough to ride one or more of the train sets of the Twin Cities Zephyrs.

(Excerpts from "Everywhere West: The Burlington Route" by Patrick C Dorin, printed by Superior Publishing Company, Seattle, reprinted with author's permission. Technical data from Burlington Historical Society, LaGrange, IL.)



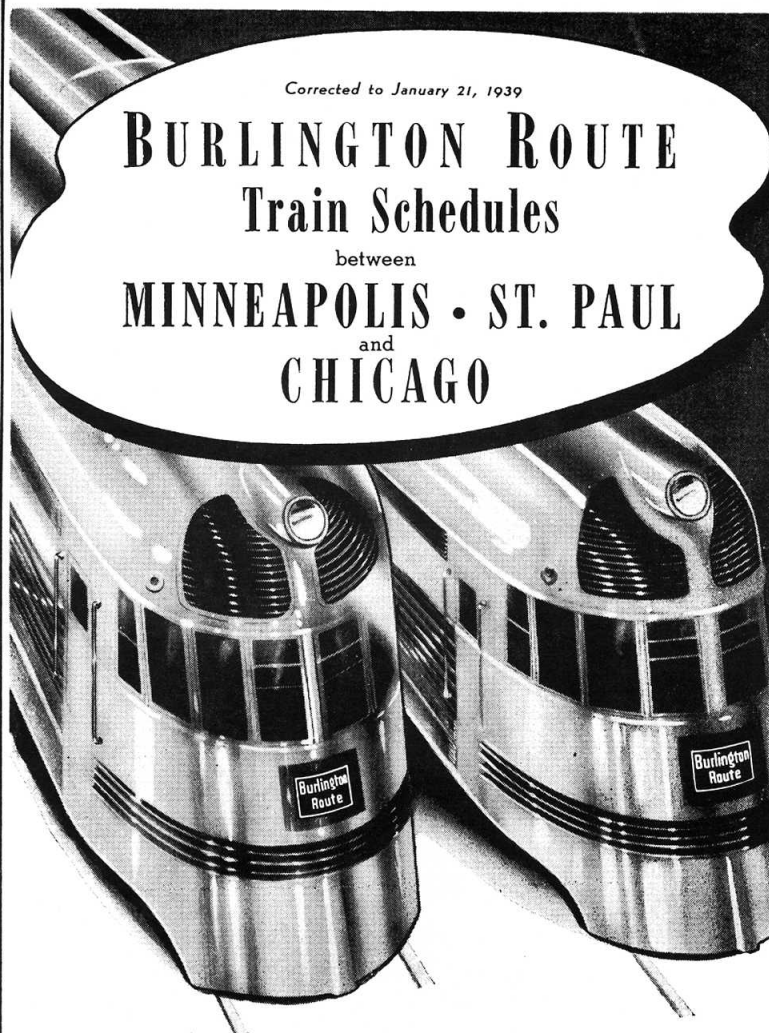
Fluted stainless steel side panels distinguished Burlington's E-5 passenger diesels. "Silver Pilot" reposes with 1936 articulated "Twin Zephyr" train set at Illinois Railway Museum, Union, IL, August 1979.



Chicago, Burlington & Quincy Railroad's "Morning Zephyr" raises dust through Cottage Grove, MN, in September, 1962, bound for Chicago. E-7 units and long consist were wasting no time.
Bill Graham Photos.

Corrected to January 21, 1939

BURLINGTON ROUTE Train Schedules between MINNEAPOLIS • ST. PAUL and CHICAGO



Route of the TWIN Zephyrs

DIESEL-POWERED for smooth,
effortless speed

ARTICULATED CARS for velvety
stops and starts

STAINLESS STEEL strongest of all
modern alloys

NON-FROST WINDOWS for clear view
of scenic route

RUBBER CUSHIONED trucks for easy
quiet riding

MINNEAPOLIS
Phone Atlantic 4231
90 S. Seventh St.

**Burlington
Route**

SAINT PAUL
Phone Cedar 6311
Sixth & Robert St.

NORTHBOUND

Mls.	Stations shown in italics indicate connections	21 Daily (x)	45 Daily	23 Daily (x)	47 Daily	51 Daily (x)	49 Daily (x)	41 Ex. Su.
	(Central Time)	AM	AM	PM	PM	PM	PM	PM
0	Chicago.....Lv	8.45	10.20	4.00	9.00	11.00	11.15	3.52
4	Western Ave.....							4.07
14	La Grange, La Grange Rd.....							4.20
29	Naperville.....							4.51
38	Aurora.....Lv	9.18	11.08	4.34	9.48	11.50	11.50	5.03
45	Sugar Grove.....							5.08
50	Big Rock.....							5.18
55	Hinckley.....							5.26
62	Waterman.....							5.31
67	Shabbona.....							5.38
72	Lee.....							5.43
77	Steward.....							5.48
83	Rochelle.....Ar		12.03		10.51			5.53
110	Rockford.....Ar		12.15					6.06
110	Rockford.....Lv		10.50		8.55			7.10
86	Flag Center.....							PM
92	Chana.....							PM
99	Oregon.....	10.09	12.15	5.26	11.17			PM
107	Stratford.....		12.30					PM
112	Polo.....		12.41					PM
117	Hazelhurst.....		12.49		11.36			PM
122	Milledgeville.....		12.55					PM
129	Chadwick.....		1.08		11.49			PM
145	Savanna.....Ar	10.51	1.38	6.08	12.22			PM
153	Proving Ground.....Lv	10.52	1.46	6.09	12.37	2.06	2.06	PM
163	Blanding.....		1.55					PM
171	Galena Jet.....							PM
175	Galena (Note A).....							PM
185	E. Dubuque, Ill.Lv	11.29	2.41	6.46	1.28	2.56	2.56	PM
186	Dubuque, Ia.Ar	11.40	2.55	6.55	1.40	3.15	3.15	PM
186	Dubuque, Ia.Lv	11.15	2.20	6.35	1.10	2.45	2.45	PM
199	Potosi, Wis.Lv		3.00		1.47			PM
205	McCartney.....		3.09					PM
213	Cassville.....		3.20		2.04			PM
222	Glen Haven.....		3.33					PM
228	Bagley.....		3.41					PM
232	Wyalusing.....		3.46					PM
239	Prairie du Chien.....	12.11	4.02	7.30	2.42	4.07	4.07	PM
247	Charme.....							PM
254	Lynxville.....		4.22					PM
262	Ferryville.....		4.33					PM
270	De Soto.....		4.44					PM
274	Victory.....		4.50					PM
282	Genoa.....		4.59					PM
287	Stoddard.....		5.07					PM
298	La Crosse.....	1.02	5.32	8.23	3.55	5.16	5.16	PM
301	North La Crosse.....Ar		5.42		4.05			PM
304	Onalaska.....		5.52	8.30	4.12	5.33	5.33	PM
318	Trempealeau.....		5.57					PM
326	E. Winona, Wis.Lv		6.14					PM
328	Miner, Wis.Lv	1.28	6.27	8.53	4.48			PM
328	Winona, Minn.Ar	1.35	6.43	9.00	5.00			PM
328	Winona, Minn.Lv	1.15	6.25	8.40	4.35			PM
334	Fountain City, Wis.Lv		6.39					PM
343	Cochrane.....		6.52					PM
352	Alma.....		7.04		5.18			PM
359	Nelson.....		7.15					PM
366	Peplin.....		7.28					PM
373	Stockholm.....		7.37					PM
379	Malden Rock.....		7.46					PM
387	Bay City.....		7.57					PM
391	Hager.....		8.05					PM
397	Diamond Bluff.....		8.12					PM
408	Prescott, Wis.		8.29		6.23			PM
411	Hastings, Minn.		8.35					PM
431	St. Paul.....Ar	3.00	9.10	10.29	7.10	8.15	8.30	PM
441	Minneapolis.....Ar	3.30	9.55	10.59	7.55	9.05	9.20	PM



Equipment **BURLINGTON'S FLEET** Twin City Trains

ALL AIR-CONDITIONED

TWIN ZEPHYRS

(Diesel-powered—Built of Stainless Steel)

Morning and Afternoon Departures

Observation-Parlor Lounge
Parlor Car-Reclining Seats-Drawing Room
Full-length Dining Car
Cocktail Lounge
DeLuxe Reclining Chair Cars
Radio Hostess Service
No Extra Fare

EMPIRE BUILDER

Observation-Lounge Car
Matched Standard Pullmans
Tourist Sleeping Cars
Dining Car Radio Valet Service
DeLuxe Coaches

NORTH COAST LIMITED

Observation-Club Car
Matched Standard Pullmans
Tourist Sleeping Cars
Dining Car Radio Valet Service
DeLuxe Coaches

BLACK HAWK

Observation-Buffer-Lounge Car
Salon-Bedroom Car
Matched Pullmans
DeLuxe Reclining Chair Car
Dining Car
Radio
Valet Service

TRAINS 45 and 52

Coach
Cafe-coach

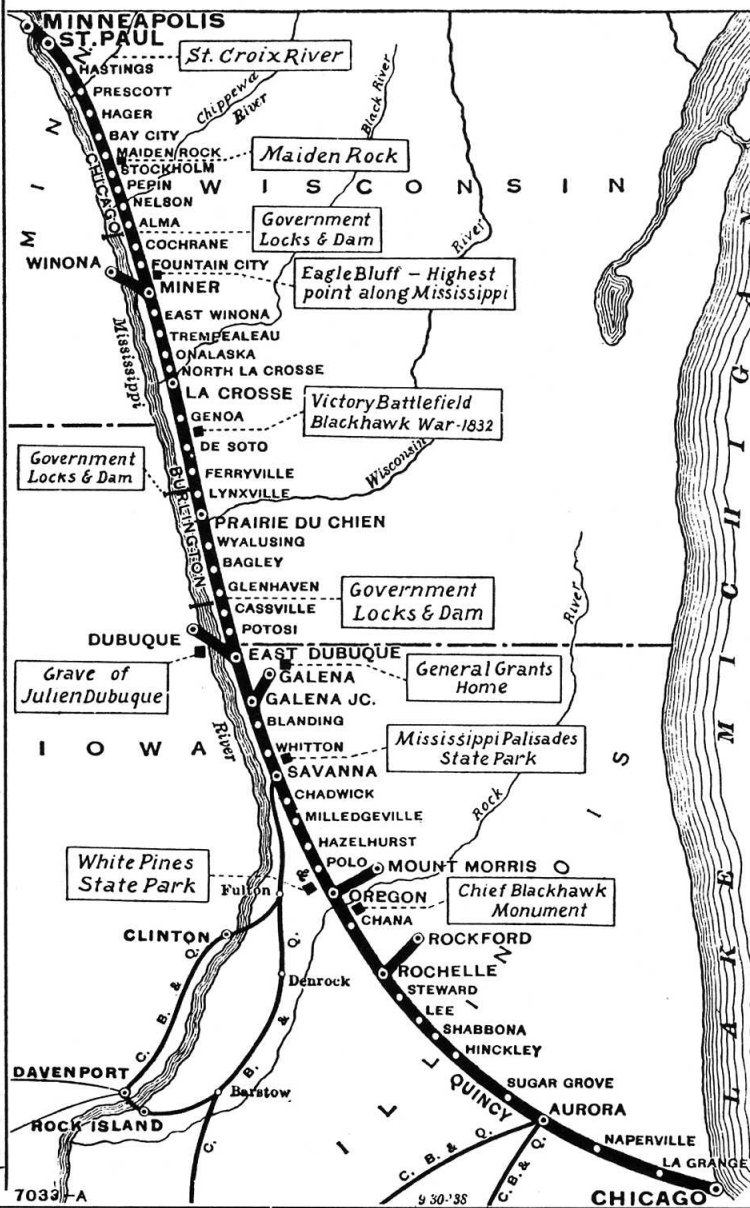
FARES Between MINNEAPOLIS and						FARES Between ST. PAUL and					
One-Way		Round-Trip 30-Day Limit		Parlor Seat		One-Way		Round-Trip 30-Day Limit		Parlor Seat	
Coach	First Class	Coach	First Class	One-Way		Coach	First Class	Coach	First Class	One-Way	
Winona	\$2.29	\$3.42	\$4.40	\$5.15	\$0.40	Winona	\$2.07	\$3.10	\$3.95	\$4.65	\$0.40
LaCrosse	2.87	4.29	5.50	6.45	.40	LaCrosse	2.66	3.98	5.10	6.00	.40
Prairie du Chien	4.05	6.07	7.70	9.15	.65	Prairie du Chien	3.84	5.75	7.30	8.65	.65
Dubuque	5.15	7.71	9.80	11.60	.80	Dubuque	4.93	7.38	9.40	11.10	.80
Savanna	5.93	8.89	11.30	13.35	1.05	Savanna	5.73	8.58	10.90	12.90	1.05
Aurora	8.08	12.11	15.40	18.20	1.05	Aurora	7.88	11.81	15.00	17.75	1.05
Chicago	8.15	12.21	15.50	18.35	1.05	Chicago	7.93	11.89	15.10	17.85	1.05

Mls.	Stations shown in italics indicate connections	22 Daily (x)	52 Daily	24 Daily (x)	48 Daily	44 Daily (x)	50 Daily (x)	Frt. Mon. Wed. Fri.
(Central Time)								
0	Minneapolis	AM 8:00	AM 8:15	PM 4:00	PM 9:45	PM 10:05	PM 10:20	
10	St. Paul	AM 8:30	AM 8:55	PM 4:30	PM 10:20	PM 10:55	PM 11:00	
30	Hastings, Minn.		9:22					
33	Prescott, Wis.		9:31		10:46			
44	Diamond Bluff		9:46					
50	Hager		9:54					
54	Bay City		10:02					
62	Malden Rock		10:13					
68	Stockholm		10:23					
75	Peplin		10:33					
82	Nelson		10:47					
89	Alma		10:59		11:39			
98	Cochrane		11:12					
107	Fountain City, Wis.		11:26					
117	Winona, Minn.	AM 11:10	AM 11:50	PM 6:10	PM 12:25	PM 1:20	PM 1:20	
117	Winona, Minn.	AM 11:10	AM 11:50	PM 6:10	PM 12:25	PM 1:20	PM 1:20	
113	Miner, Wis.	AM 11:58	AM 11:37	PM 5:58	PM 11:59	PM 1:02	PM 1:02	
115	E. Winona			PM 12:10				
123	Trempealeau		11:51					
137	Onalaska		12:09					
140	North La Crosse	AM 10:22	AM 12:18	PM 6:22	PM 12:51	PM 1:44	PM 1:44	
143	La Crosse	AM 10:28	AM 12:23	PM 6:28	PM 1:03	PM 1:44	PM 1:44	
154	Stoddard		1:00					
159	Genoa		1:08					
167	Victory		1:16					
171	De Soto		1:22					
179	Ferryville		1:32					
187	Lynxville		1:42					
194	Charme		1:52					
202	Prairie du Chien	AM 11:20	AM 2:04	PM 7:20	PM 2:13	PM 2:53	PM 2:53	
209	Wyalusing		2:16					
213	Bagley		2:22		2:30			
219	Glen Haven		2:30		2:36			
228	Cassville		2:43		2:46			
236	McCartney							
242	Potosi, Wis.		3:00					
257	Dubuque, Ia.	AM 11:54	AM 3:19	PM 3:30	PM 4:30	PM 4:30	PM 4:30	
257	Dubuque, Ia.	AM 11:54	AM 3:05	PM 7:54	PM 2:50			
256	E. Dubuque, Ill.	AM 12:09	AM 3:18	PM 8:09	PM 3:21	PM 4:08	PM 4:08	
271	Galena (Note A)							
270	Galena Jct.							
278	Blanding		3:46					
288	Proving Ground		3:57					
296	Savanna	AM 12:43	AM 4:08	PM 8:43	PM 4:35	PM 5:12	PM 5:12	
312	Chadwick	AM 12:44	AM 4:18	PM 8:44	PM 4:35	PM 5:12	PM 5:12	
319	Milledgeville		4:42					
324	Hazelhurst		4:51					
329	Polo		4:57		5:18			
334	Stratford		5:06					
342	Oregon	AM 11:29	AM 5:13	PM 1:26	PM 5:40			
349	Chana		5:47					
353	Flag Center		5:54					
385	Rockford	AM 1:10	AM 7:10	PM 8:45	PM 8:45	PM 8:45	PM 8:45	
358	Rochelle		6:01		6:00	6:41	6:41	
364	Steward				6:00	6:41	6:41	
369	Lee							
374	Shabbona		6:24					
379	Waterman							
386	Hinckley							
391	Big Rock							
396	Sugar Grove							
403	Aurora	AM 12:23	AM 7:05	PM 10:22	PM 6:55	PM 7:46	PM 7:53	
412	Naperville							
427	La Grange, La Grange Rd.							
437	Western Ave.							
441	Chicago	AM 3:00	AM 8:00	PM 10:59	PM 7:45	PM 8:40	PM 8:45	

Corrected to January 21, 1939

IT IS INTERESTING TO NOTE . . .

that the stations on the map are approximately opposite the same stations in the adjoining southbound timetable. This makes it simple for the southbound reader, by following schedule and map, to identify each passing scene as train travels along this picturesque route.





Class O-5B Northern No 5632 of the Chicago, Burlington & Quincy Railroad. Its speed exploits left fans and on-line communities gaping. Bill Graham Collection.



About The Rear Cover

The **Minnegazette** presents one last view of summer pleasures before another winter sets in. A recently unearthed Hibbard glass plate shows Lake Minnetonka steamboats around 1906, possibly at Big Island or Tonka Bay. The large boat is the 125-foot "Excelsior," built in 1901 as the "George" and operated by an Excelsior casino before its purchase by Twin City Rapid Transit Company in 1906. TCRT's express boat "Minnehaha," today slated for restoration and display, approaches the dock. **Photo Courtesy of Minnesota Historical Society.**

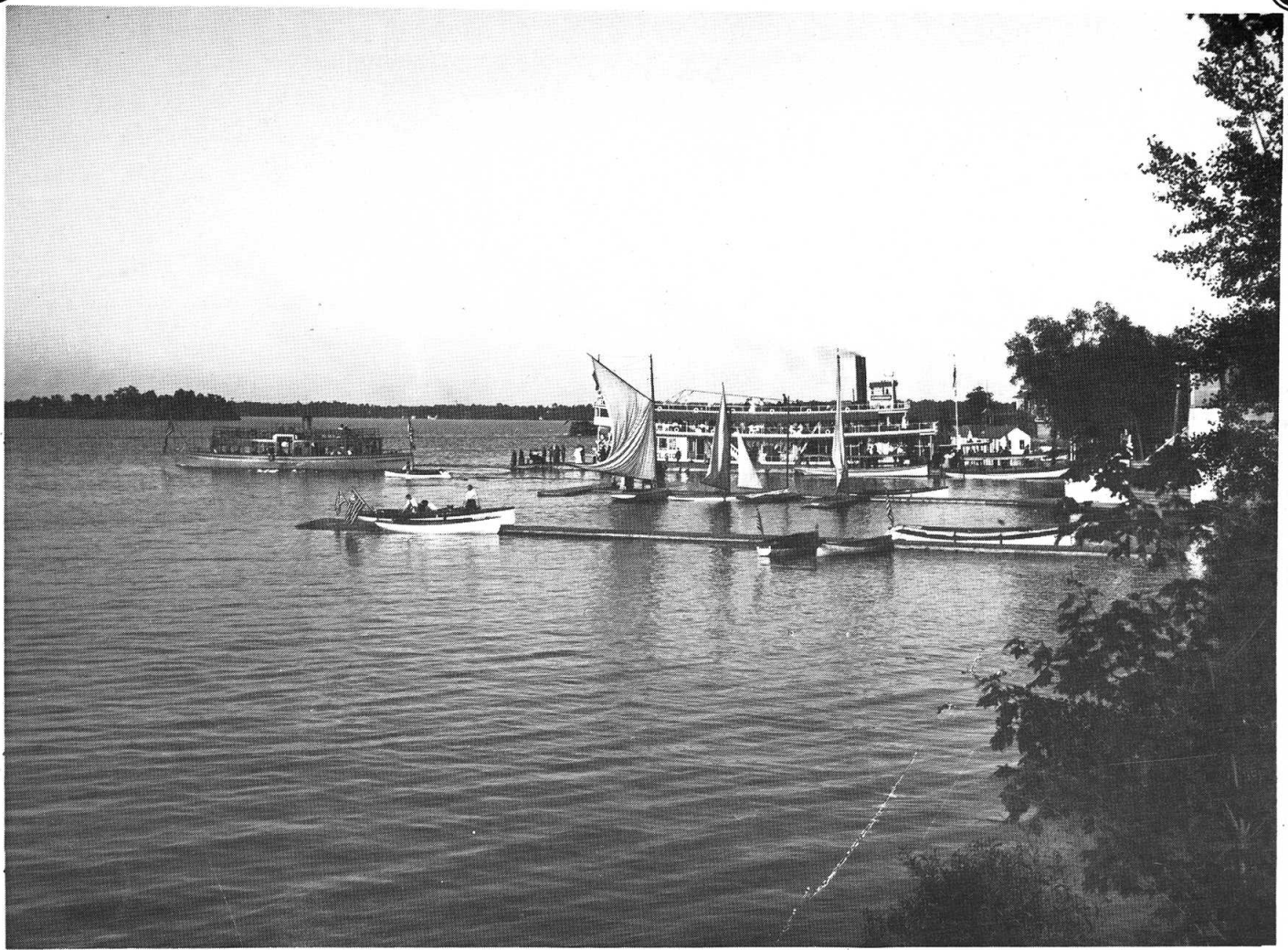


Photo Courtesy of Minnesota Historical Society.

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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